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# Hongkong Daily Press.

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BRITISH TO THE  
BACKBONE.

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日七十二月五年卯乙

HONGKONG, FRIDAY, JULY 9th, 1915.

五拜禮

號九月七年四國民華中

## THE HOME MAILS.

**TO DEPART.**  
July 10th. Europe via Siberia, at 5 p.m.,  
per s.s. Locomot.  
Japan via Moji, Honolulu, Hilo,  
Los Angeles, Salina Cruz,  
Panama, Callao, Arica,  
Valparaiso and Colon, at  
11 a.m., per s.s. Kiso Maru.  
July 13th. Philippines Islands, Japan via  
Nagasaki, Honolulu, United  
States, South America and  
Canada via San Francisco and  
United Kingdom via Canada, at  
9.30 a.m., per s.s. Nippon Maru.  
July 13th. Europe via Siberia, at 3 p.m.,  
per s.s. Sankyo.  
July 15th. Straits, Ceylon, Marseilles and  
London, at 11 a.m., per s.s.  
Kamo Maru.  
July 15th. Formosa via Keelung, Shang-  
hai, North China, Japan via  
Nagasaki, Victoria, B.C.,  
Seattle, Wash., and United  
Kingdom via Canada, at 1 p.m.,  
per s.s. Tacoma Maru.  
July 17th. Straits, Burmah, Ceylon, Ade-  
laid, Western Australia, India,  
Aden, Egypt and Europe, at 11  
a.m., per s.s. SAKURA.

N.B.—For further returns and for Mails to  
and from the Coast Ports, Manila,  
Siam, etc., see the Post Office Notice  
on the last page of this issue.

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### GREEN ISLAND CEMENT COMPANY.

**PORTLAND CEMENT.**  
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SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 9th December, 1914.

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Telephone No. 1030.

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Hongkong, 1st October, 1914.

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OPENED TO THE TOURIST AND HOLIDAY-MAKER.  
THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE  
FAR EAST AND EUROPE IS STILL VIA THE  
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRTEEN WEEKLY EXPRESS TRAIN SERVICE has been  
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed  
of excellently equipped Dining and First and Second Class Sleeping Cars, operated between  
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with  
Dairen-Seiton (Taichang) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"  
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
1st Class	2nd Class	3rd Class	4th Class	1st Class	2nd Class	3rd Class	4th Class
10.30	11.30	12.30	1.30	10.30	11.30	12.30	1.30
12.30	1.30	2.30	3.30	12.30	1.30	2.30	3.30
3.30	4.30	5.30	6.30	3.30	4.30	5.30	6.30
6.30	7.30	8.30	9.30	6.30	7.30	8.30	9.30
9.30	10.30	11.30	12.30	9.30	10.30	11.30	12.30

\* Russian Train Time is 25 minutes faster than the S.M.R. Time.  
The above times do not include the Express Train North Pass.  
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Chang-  
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Passengers can secure sleeping accommodation on payment of Yen 2.  
RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add: "Yamato"). At  
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MORSEY TRAVEL AGENCY, Shanghai; from whom all information, time-tables, pictorial  
guide-books, etc., can be obtained free, or direct from the  
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MINING DEPARTMENT.  
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Parson's Steam Turbines and Turbo-Alternators &c., &c.

**NAGASAKI**  
TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.  
GRAVING DOCKS AND PATENT SLIP.  
Dock No. 1. Dock No. 2. Dock No. 3.  
Length on Keel Blocks ... 510 feet ... 350 feet ... 714 feet.  
Breadth at Entrance on bottom ... 53 " ... 53 " ... 53 "  
Water on Blocks at Spring Tide ... 25 " ... 24 " ... 24 "  
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.  
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.  
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

**KOBE.**  
TELEGRAPHIC ADDRESS: "WADADOCK" KOBE.  
FLOATING DOCKS.  
No. 1. 7,000 tons. No. 2. 12,000 tons.  
Lifting Power ... 460 feet ... 590 feet ... 590 feet.  
Max. Length of Ship taken in ... 58 " ... 58 " ... 58 "  
Max. Breadth of Ship taken in ... 23 " ... 23 " ... 23 "  
Max. Draft of Ship taken in ... 23 " ... 23 " ... 23 "  
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

**HIKOSHIMA (Near Shimomoseki).**  
TELEGRAPHIC ADDRESS: "DOCK" SHIMOMOSEKI.  
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Length on Keel Blocks ... 368 feet 0 inch.  
Breadth at Entrance on bottom ... 53 " ... 53 " ... 53 "  
Water on Blocks at Spring Tide ... 25 " ... 25 " ... 25 "  
Depth of Water on Blocks at Spring Tide ... 25 " ... 25 " ... 25 "  
Floating Crane capable of lifting 20 tons weight.  
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS  
are closely connected with each other, enabling them to co-operate in the prompt execution  
of work and to suit the convenience of customers.  
Any Orders will be promptly attended to and Estimates sent on application. [605]

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Tennis Courts, Billiards, Library.  
Cable Add: "MAMPEI" KARUIZAWA.  
Phone No. 22, KARUIZAWA.  
K. SATO,  
Proprietor and Manager. [618]

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[3]

Hongkong, 1st December, 1914.

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IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak (in Logs and  
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Teak and Hardwood supplied Machine Sawn to any Dimensions.  
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Philippine Hardwood Wharf Piles in lengths up to 60 feet.  
The attention of Architects, Civil Engineers and Contractors is directed to the  
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Prices and Samples on application.  
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Hongkong, 2nd May, 1914. [51]

## THE YOKOHAMA DOCK CO.,

LIMITED.  
Telegraphic Address: "DOCK," Yokohama.  
Codes used—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1, and Watkins's.  
DRY DOCK DEPARTMENT:—Telephone Nos. 576, 506, 681, 2050, 8470.  
NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 481 ft.  
Every description of repairs work undertaken. A large assortment of material  
including tall shafts and logs in stock. Two powerful tow boats, floating derrick  
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,  
logs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.  
WAREHOUSE DEPARTMENT:—  
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and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres.  
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taken. Rates moderate.  
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.  
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## THE NEW MACAU

HOTEL.  
THIS LARGE AND ROOMY HOTEL  
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MANAGEMENT. The place has been re-  
novated throughout and entirely refurbished.  
Situated on the Praia Grande facing the sea,  
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LARGE AND COMFORTABLE DINING  
ROOM facing the sea. Cuisine under  
experienced supervision. Terms moderate.  
For further particulars, apply to—  
THE MANAGER,  
Macau.  
Tel. Add: "Phoenix," Macau.  
1st February, 1915. [37]

## THE VICTORIA HOTEL,

CANTON.  
Situated on the British Concession,  
Shameen,  
The only European Hotel in  
Canton.  
Guides and Chairs provided.  
Every information and special  
attention given to Tourists.  
Reasonable Rates.  
Under the personal Management  
of Mr. and Mrs. G. E. EYLES.  
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FOR OVER 120 YEARS.  
RED LION PASSAGE, FLEET STREET, LONDON, E.C.  
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## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday afternoon at the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR FRANCIS HENRY MAY, K.C.M.G.  
HIS EXCELLENCY MAJOR-GENERAL F. H. KELLY, C.B. (General Officer Commanding Troops).  
Hon. Mr. CLAUD SEVERN (Colonial Secretary).  
Hon. Mr. J. H. KEMP (Attorney-General).  
Hon. Mr. A. M. THOMSON (Colonial Treasurer).  
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).  
Hon. Mr. C. McI. MESSER (Captain Superintendent of Police).  
Hon. Mr. S. B. C. ROSS (Secretary for Chinese Affairs).  
Hon. Mr. W. YUK, C.M.G.  
Hon. Mr. H. E. POLLOCK, K.C.  
Hon. Mr. E. A. HENRY, C.M.G.  
Hon. Mr. E. SHELLIN.  
Hon. Mr. D. LARSEN.  
Hon. Mr. LAU CHU PAI.  
Mr. A. G. M. FLETCHER (Clerk of Council).

MINUTES.  
The minutes of the previous meeting were confirmed.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table Finance Minutes No. 29 and 30, and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

PAPERS.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the proceedings of the Finance Committee No. 10, and moved that they be adopted.

The Colonial Treasurer seconded, and the motion was agreed to.

The Colonial Secretary, by command of His Excellency, laid on the table the Balance Sheet of the Berlin Founding House, Blindenheim, and Ebenezzer; also the half-yearly report of the progress of the Kowloon Railway Station up to June 30th, 1915.

GERMAN CHARITABLE INSTITUTIONS.

HIS EXCELLENCY—Regarding financial minute 30. In connection with the Council Paper containing the balance sheets to the 31st May of the Berlin Founding House, a Home as its name denotes for waifs and strays all of whom are of Chinese race, and of Blindenheim and Ebenezzer, both of which are asylums for blind Chinese children, I wish to inform hon. members that these homes are now dependent entirely on the charity of persons in Hongkong, and that their finances are in a very precarious state. You are aware of the good work done by these institutions for Chinese children in this Colony, and I am sure that you will agree with me that such charities, which through no fault of their own have had their chief source of help suddenly stopped, should receive our support. Last October I asked the Archdeacon of Hongkong if he would be so kind as to take over the administration of these three institutions which in the interests of the inmates had to be carried on, and I feel grateful to him for the good work he has done. In answer to an appeal for funds he received from the public in this Colony the following sums:—

For the Berlin Founding House	\$3,343.94
For the Blindenheim	\$2,994.63
For the Ebenezzer	\$1,204.88
A total sum of	\$7,543.45
I have mentioned these sums to show that a real effort has been made to supply in the Colony the funds which were lacking since the outbreak of war. But even the generous support given locally has not been sufficient to ensure the maintenance of the charities up to the end of the year. The following is statement of the financial position of each institution on the 31st May:—	
BERLIN FOUNDING HOUSE	
Estimated Maintenance	\$3,500.00
Deduct balance in hand 31st May, 1915	\$2,258.00
Total	\$1,242.00
BLINDENHEIM	
Estimated Maintenance	\$3,000.00
Deduct balance in hand 31st May, 1915	\$ 900.00
Total	\$2,100.00
EBENEZER	
Estimated Maintenance	\$3,500.00
Add deficit on 31st May, 1915	\$1,329.00
Total	\$4,829.00
SUMMARY	
Berlin Founding House	\$1,242.00
Blindenheim	\$2,100.00
Ebenezzer	\$4,829.00
Total	\$8,171.00
Say	\$8,700.00

This sum of \$8,700.00, which is a liberal estimate, I would ask the Council to vote, and a minute accordingly to be brought before the Finance Committee.

The minute was referred to the Finance Committee.

PUBLIC HEALTH BY-LAWS.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table section 16 of the Public Health and Buildings Ordinance, 1903, published on pages 22 and 23 of the "Regulations of Hongkong, 1914," under the heading "Domestic Cleanliness and Ventilation," and moved that it be amended by the addition of the following By-law:—

"non-compliance with the provisions and requirements of by-law 3 the Board shall have full power after 14 days' notice to the owners given in writing to enter on the premises and to thoroughly cleanse and limewash the said premises and the cost of such cleansing and limewashing shall be paid by the owner of such premises at a rate not to exceed \$3.00 for each floor."

HON. MR. LAU CHU PAI—I should like to ask if there is any reason given why the charge should be increased to \$3. I think it is rather too much to pay. It will mean that the poor owners of houses in this Colony will have to spend in future about a lakh and a half on limewashing. I think \$2 is quite sufficient.

The Director of Public Works—It is only in the case of owners failing to comply with the provisions and the requirements of the by-laws that the Board acquire power to carry out this work. An owner has ample opportunity for making arrangements for doing any limewashing that may be required on his premises at such rates as he may be able to arrange, and, further, the sum of \$3 is the maximum, which cannot be exceeded, and doubtless, in most cases, it would be under that amount.

HIS EXCELLENCY—Does that satisfy the hon. member?

HON. MR. LAU CHU PAI—It does, Sir. THE SECRETARY FOR CHINESE AFFAIRS—I would point out also that the hon. Chinese member of the Sanitary Board introduced an amendment into this regulation, by which notice has to be given. That satisfied the Chinese members of the Board on the subject. It is only after due notice has been given that any charge can be imposed at all, and that amendment was suggested and approved by the Chinese Members on the Sanitary Board, and was also approved by the Board.

HIS EXCELLENCY—It is understood, of course, that the Sanitary Board, if they do carry the work out, carry it out as cheaply as they can. That means to say, that they do not necessarily expect this fund which will involve the maximum charge.

The Council approved of the amendment.

CHINESE EXTRADITION ORDINANCE.

The Attorney-General moved the first reading of a Bill intitled, "An Ordinance to amend the Chinese Extradition Ordinance, 1859."

The Colonial Secretary seconded, and the Bill was read a first time.

The Objects and Reasons state that the object of this Bill is to provide that in Chinese extradition proceedings the fugitive criminal shall be deemed to be a subject of China unless he proves the contrary. Proof of nationality is sometimes extremely difficult, except in the individual himself whose nationality is in question.

FLOGGING ORDINANCE.

The Attorney-General moved the first reading of a Bill intitled, "An Ordinance to amend the law relating to flogging."

The Colonial Secretary seconded, and the Bill was read a first time.

The object of this Bill is to provide that corporal punishment may not be inflicted more than once for the same offence.

TRAVELLERS' ORDINANCE.

The Attorney-General moved the second reading of a Bill intitled, "An Ordinance to regulate the entrance of persons into the Colony, and the departure of persons from the Colony, and to confer various powers in connection therewith." In doing so he said—The main object of the Bill, Sir, is to make better and more explicit provision for the examination of persons entering and leaving the Colony, and for the registration of visitors at hotels, boarding houses, and clubs. The Bill lays down the procedure in detail for the guidance of both the officers concerned and of the public, and gives powers of search, seizure, and detention, and for the detection and prevention of evasion of examination. It also provides a substantial penalty for evasion, or of attempted evasion. The procedure generally is that ships entering or leaving the Colony are liable to an examination by a police officer, or an examination officer, and for that purpose certain restrictions are laid upon him. Unless permission is given by a police officer or examination officer no person shall leave any ship which arrives in the Colony until the ship has been examined, and no ship can go alongside a pier without permission unless it has been examined. The masters of ships are placed under an obligation to report in any case in which examination is avoided, or attempted, is made to avoid the examination. It also provides that all persons arriving in the Colony, or about to leave the Colony, are bound to answer truthfully and fully all questions put to them for the purpose of this examination, and that any answers given by them may be used as evidence against them in any proceedings under the Ordinance. The Bill also provides for the registration of visitors at hotels and similar places, and besides the obligation upon the keeper, or secretary, or manager, as the case may be, to keep a register, and to furnish particulars to the police, there is also an obligation placed on visitors to supply the keeper, secretary, or manager with the particulars he requires for the register. There is a particular section dealing with a special class of persons who are about to leave the Colony. That is clause 13, and that provides that whenever you, Sir, may order any person to quit the Colony under the powers conferred upon you by an Order-in-Council of 26th October, 1896, you may order such person to be arrested and kept in person until his departure. It also empowers you, Sir, power to decide by what route, or by what ship, train, or other conveyance, such persons shall leave the Colony. It will be proposed in Committee to add a suspending clause to this Bill, which will delay its operation until Monday next, the 12th day of July.

The Colonial Secretary seconded.

HON. MR. HENRY—Before this Bill goes into Committee, I would like to make one or two remarks in regard to it. Situated as we are in time of war, with the Colony under Military rule, it may be debated whether, under the existing conditions, it would be better if the

powers which are covered by this Bill remain as they have done for the last 11 months in the hands of the Military, or go to the civil authorities. That is a question upon which I have no particular opinion, and I am not prepared to express one, but I think, Sir, with reference to what the Attorney-General said when he proposed the second reading of this Bill, that most of the provisions of the Bill have been already complied with. If the Government feel that they have not got sufficient powers in the event of their decision being disputed in the Courts of Law, then it is quite right to take greater powers to themselves. That is done in clause 13, which is a distinct improvement on existing conditions. My real reason, Sir, for addressing this hon. Council on this occasion is to place on record—and I think there is no one in a better position than myself to place it on record—the high appreciation which I am perfectly certain we all feel of the manner in which this very difficult and onerous work of supervising the incoming and outgoing of the ships, and the passing of people through the Colony has been carried out by the Military Authorities, represented by the Provost-Marshal, during the past 11 months, and I am very glad to have the opportunity of making this statement for the sake of the Colony. As Your Excellency is aware, I represent ships of many classes, not only mail steamers but also cargo boats, and I have found that on every possible occasion the least possible friction has arisen in regard to the passing of passengers. I think some of the hon. members of this Council will hardly realise what it is to deal with a large passenger ship carrying a large number of passengers who are travelling through and probably have only a few hours in Hongkong. A large number of men and women have all to come on shore, report themselves at Headquarters, get their papers and return to the ship on which they have originally embarked. We have been met in every possible way, and the inconvenience which must necessarily arise in matters of this kind has been reduced to an absolute minimum, and I am perfectly confident that after the transfer of this work from the Military to the civil authorities we shall still receive every consideration, and we shall have every cause to congratulate ourselves on a very necessary order being carried through with the least possible disturbance to ship-owners, agents, and more particularly the individuals who are strangers to the Colony. There is only one point I should like to emphasise, Sir. At the outbreak of War these regulations were enforced very strictly, but they have been slightly relaxed since, and ship-owners have been met in a very liberal manner. Sanction has now been given for certain representatives of the Provost-Marshal to board a ship to pass passengers, thus saving the passengers the trouble of coming ashore in an unknown country, and this has also very materially affected the working of the ships. I am talking now of my own mail steamers, which are on a par with other ships passing through the Colony. If you are running a mail service a delay of 24 hours will be a very serious thing. I am not throwing out these remarks as hints, Sir, to the Civil Government to suggest as to how they should carry out their work. I merely wish to place on record—and I feel sure all shipping companies will endorse what I say—the able manner in which the Military Authorities have carried out this onerous duty during the past 11 months.

HIS EXCELLENCY—With reference to what has fallen from the hon. member, I thoroughly appreciate and endorse all the remarks he has made on the valuable assistance of the Military Authorities in this matter. At the same time, I think it only right to point out that the work has not been entirely in the hands of the Provost-Marshal. It has really been carried out by three sub-departments: the police, the examination service—which, as you know, is under the Naval Authorities—and the staff of the Provost-Marshal. Therefore, the credit which you have given for this work must be distributed to the members of all three branches.

HON. MR. HENRY—When I spoke of the Provost-Marshal I meant all the people under him. I am perfectly aware that the police and the Naval Authorities have been working.

HIS EXCELLENCY—It is rather a complicated organization. The Bill was read a second time, and Council then went into Committee to consider the Bill clause by clause.

On Clause 2.

The Attorney-General moved the insertion of the definition "vessel," as follows:— "Includes any ship or boat and any other description of vessel used in navigation."

The Colonial Secretary seconded.

On Clause 4.

The Attorney-General moved the insertion of the words, "to whom Section 10 of this Ordinance shall for the time being apply in place of the words, 'of non-Chinese race,' in the first line."

The Colonial Secretary seconded.

On Clause 6.

The Attorney-General moved the changing of the Clause to sub-clause 1. "Police Officer" in the fourth line, and wherever hailed by any police officer."

He also moved the addition of the following sub-clauses:—

(2).—"Except with the permission of a police officer no person shall leave any ship which is flying the Police call-flag."

(3).—"Except with the permission of a police officer no ship which is flying the Police call-flag shall be taken alongside any pier, or wharf, or any other vessel, nor any other vessel be taken alongside such ship."

(4).—"The provisions of this Section shall apply, notwithstanding any permission given before such ship is ordered to hoist the Police call-flag, or is hailed by a police officer, as the case may be."

The Colonial Secretary seconded.

HON. MR. HENRY—I suppose it will be done by a responsible officer."

The CAPTAIN-SUPERINTENDENT OF POLICE—It will be done by a Sergeant.

The Attorney-General—It will only occur in special cases.

On Clause 7.

The Attorney-General—It will only occur in special cases.

On Clause 10.

The ATTORNEY-GENERAL moved the deletion of sub-clause 2, and the substitution of the following:—"This Section shall apply only to the persons referred to in the first Schedule hereto, provided that the Governor-in-Council shall have power to amend the said Schedule in any way whatsoever."

The Colonial Secretary seconded.

On Clause 15, sub-section D, the figures 1 and 2 were inserted in the fourth and sixth lines.

The ATTORNEY-GENERAL then proposed the addition of a further Clause, Clause 18, which read:—"This Ordinance shall come into operation on the 12th day of July, 1915," with the marginal note of "Commencement."

The Colonial Secretary seconded.

HON. MR. HENRY—Do you say all Indians? Indians resident in the Netherlands-Indies, and all those people?

The ATTORNEY-GENERAL—It refers to natives of British India. The Schedule can be amended at any time.

HIS EXCELLENCY—That is the law at present in force.

The Bill passed through Committee with the foregoing amendments, and on Council returning.

The ATTORNEY-GENERAL moved that the Bill be read a third time.

The Colonial Secretary seconded, and the Bill was then read a third time and passed.

HIS EXCELLENCY—Council stands adjourned until this day week.

FINANCE COMMITTEE.

A meeting of the Finance Committee followed, the Colonial Secretary presiding.

FORESTRY IN THE NEW TERRITORY.

The Governor recommended the Council to vote a sum of Seventy Dollars (\$70) in aid of the vote Botanical and Forestry Department, Other Charges, Forestry, New Territories.

The CHAIRMAN—This is required to plant trees on the island of Cheung Chau, on a path leading up from the pier to the south end of the island, where there is a number of dwelling-houses. It is practically devoid of shade, and if these trees are planted they are expected to provide the shade.

The vote was approved.

APPROPRIATION FOR GERMAN CHARITABLE INSTITUTIONS.

The Governor recommended the Council to vote a sum of eight thousand seven hundred dollars (\$8,700) in aid of the vote Charitable Services, Maintenance of the German Charitable Institutions:—

1.—Berlin Founding House	\$1,150
2.—Blindenheim	2,700
3.—Ebenezzer	4,850

Total

\$8,700

The CHAIRMAN—The Governor has already explained the necessity for this sum.

The vote was approved.

CORRESPONDENCE.

HONGKONG AND SHANGHAI

BANK AND THE WAR.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Wincombe Park, Shafterbury, June 4th.

SIR,—As a shareholder in the Hongkong and Shanghai Banking Corporation, I regret very much to see a statement in the speech of the Chairman to the effect that permission had been refused to members of the Far Eastern staff to join the fighting forces of the Empire.

The action of the Board contrasts unfavourably with that of other Far Eastern companies who have not only gladly given their employees leave, but have paid their passage home and given them half salary while on leave, for the period of the war.

I cannot help thinking that if the Directors had taken a more large-minded view of the situation, they would have recognized that the interests of the Empire should have been put before the interests of their own particular institution, however important the latter may be.

We are engaged in a struggle for our existence as a nation; the services of every man of proper age are urgently needed, and as Hongkong is contributing in only a small extent to the cost of this war, it is all the more desirable that she should furnish as many men as possible.

Before this war is over the resources of this country and her allies will be taxed to the uttermost, and I trust that when the Board of Directors realize how critical the situation is, they will see fit to reconsider their decision.—Yours faithfully,

JOHN HASTINGS.

THE SALT GABELLE.

CHANG HU AWAITING TRIAL.

Chang Hu, ex-Chief of the Salt Gabelle, is now quickly awaiting his trial before the Administrative Court at Peking. It is understood also that he is bringing up his family from Tientsin in order to assure the Government that he does not desire to run away. As he returned to Peking of his own accord, it is believed that even if proved guilty he will not be severely punished.

The new Director of the Salt Gabelle, Kung Hain-chan, has selected ten officials, most of whom have been educated in England or America, as investigators to inspect the sub-inspectorates of the Salt Office throughout the provinces.

On Clause 10.

The ATTORNEY-GENERAL—It will only occur in special cases.

On Clause 7.

The ATTORNEY-GENERAL—It will only occur in special cases.

On Clause 10.

## INTIMATIONS

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LONDON CUTTER.

Hongkong, 14th June, 1915.

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# THE WAR.

## GREAT TURKISH ATTACK.

MEETS WITH UTTER FAILURE.

## MUCH GERMAN ACTIVITY.

FRENCH STILL PROGRESSING.

## NEW RUSSIAN OFFENSIVE.

### THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

#### THE DARDANELLES.

#### TURKISH GENERAL ATTACK A COMPLETE FAILURE.

LONDON, July 7th.

General Sir Ian Hamilton to-night reports that on the 5th inst. the Turks started what proved to be the most violent bombardment we have yet experienced. At least 5,000 heavy shells were fired as a preliminary to a general attack on the southern theatre. The Allies fought magnificently and the enemy's attack proved a complete failure.

Our losses were negligible. No impression was made on our line but the enemy added to his recent very heavy losses.

LONDON, July 8th.

General Sir Ian Hamilton to-night adds that the Turks used all their previous guns, and some new ones. A Turkish battleship in the Straits dropped some twenty 11.2 shells. The Turks had maintained a musketry fire along the whole line throughout the night, but they did not leave the trench. Then came their fierce artillery preparation.

The principal effort of the Turkish infantry was aimed at a junction of the naval Division and the French. Some fifty Turks gained a footing in a trench where, however, the naval men hung on. Then British supports immediately counter-attacked and drove out the enemy.

Another attack on the right of the 29th Division was repulsed, the attackers being practically wiped out by rifle and machine-gun fire. Then the Turks on our left, missed in a lull and attempted several attacks, but none were able to get home owing to the steadiness of our troops and effective artillery support. The bombardment died down at noon, though it was resumed at intervals. It seems plain from the disappointed nature of the attacks that the enemy is finding it difficult to drive the infantry forward in face of our fire.

#### FRENCH ACCOUNT OF THE ACTION.

A Paris communiqué says:—The Turks at the Dardanelles on the 5th inst. made a general attack. It was the most important attack made since the beginning of May, when they attempted to throw us into the sea.

From 4 o'clock in the morning there was a most intense bombardment of our first lines and also of the zone of the Franco-British rear. Following upon this the enemy infantry made several attacks. None, however, even reached our trenches. Most of the enemy were decimated by artillery or mowed by rifle and machine-gun fire, and were left lying on the field.

Throughout the action the enemy's batteries on the Asiatic coast fired ceaselessly, as also did a Turkish battleship cruising between Maidos and Chanak.

Enemy aeroplanes several times bombarded our lines, but fifteen Allied aeroplanes at the close of the day flew over a Turkish aerodrome at Chanak and threw bombs, a huge bomb striking the principal shed.

[BRITISH FORMER OFFICE CABLE.]

#### KEEPING THE TURKS IN THE TRENCHES.

OFFICERS TO SHOOT ALL WHO TRY TO ESCAPE.

LONDON, July 6th. General Sir Ian Hamilton, in his latest despatch, quotes the following extract from captured Divisional orders: "Henceforth I shall hold responsible all officers who do not shoot at their revolvers all the privates who try to escape from the trenches on any pretext."

### DARDANELLES DESPATCH.

LONDON, July 7th.

Sir Ian Hamilton's first despatch, consisting of 11,000 words, was dated 20th May, has been issued. It recounts his hurrying to the Dardanelles in H.M.S. Phaeton—one of the fastest vessels of the Navy—and his arrival at Tenedos on the 17th March. He found the Admirals planning a fresh Naval attack for the morrow. The General witnessed the amphibious battle between the warships and the land forts on the same day. Thereupon he cabled Lord Kitchener:—"My reluctant deduction is that co-operation of the whole force at my command is required to enable the Fleet effectively to force the Dardanelles."

Sir Ian Hamilton relates the carrying out of a reconnaissance in the Gallipoli Peninsula. He emphasizes that its dominating features are the Sarihair mountain, the Kilid Bahr plateau, and Achi Baba Hill. He dwells on the great danger of all possible landing-places. Indeed the landing of the Army on the theatre of operations was so strongly guarded—so strongly garrisoned—that it "involved difficulties for which there is no precedent in military history, except possibly the sinister legend of Xerxes." He repeats again that any landing must be done simultaneously and with the utmost speed. They must have fine weather. Had it been British weather "there would have been no alternative but instantly to give up the adventure." By delaying till the end of April there was a fair chance of several days of consecutive calm.

The General lengthily describes the landing and the fighting from the 25th April to the 5th May, and says the losses, exclusive of the French, during this period were:—

	OFFICERS.	MEN.
Killed .....	177	1,890
Wounded .....	412	7,897
Missing .....	13	3,590

### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### PERSISTENT GERMAN ATTACKS.

#### "DELUGE OF LIQUID FIRE."

PARIS, July 7th.

The Germans continue their attempts to storm Souchez station, but they are quite unsuccessful.

The enemy suffered terribly on the heights of the Meuse, being again caught in a curtain of fire by French artillery.

To-day's communiqué reports that the Germans have developed yet another offensive. It started last night by an extremely violent bombardment south-eastward of St. Mihiel and they then attacked from the hill commanding the right bank of the Meuse to the southward of Ailly in the Forest of Apremont. The enemy penetrated our first line only at one point of a front of 700 metres. Everywhere else he was repulsed with heavy losses.

We defeated immediately a fresh German attack east of Bois-le-Preire, which was preceded by a deluge of liquid fire.

#### SIGNIFICANT GERMAN MOVEMENTS IN BELGIUM.

AMSTERDAM, July 9th.

Correspondents affirm that undoubtedly the Germans are sending fresh artillery as well as troops westward through Belgium, but the opinion is expressed that the Germans are endeavouring to "mystify" the Allies regarding the movements and the point of attack.

### HEAVY ENEMY LOSSES.

PARIS, July 8th.

Last night's communiqué says:—After a violent combat, lasting most of the morning, the infantry action in the Forest of Apremont ceased. The enemy lost heavily and made no fresh progress. We recaptured 200 metres of trenches in the western part of Bois-le-Preire by grenade fighting.

### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### RUSSIANS AGAIN TAKE THE OFFENSIVE.

#### STRONG REINFORCEMENTS.

LONDON, July 8th.

An Austrian communiqué says the Russians, reinforced, have taken the offensive north of Krasnik against the Archduke Joseph's army which they repeatedly attacked. The battle has become fiercer owing to the participation of strong Russian reserves.

A Russian communiqué mentions the continuance of desperate fighting on the 6th inst. between the rivers Vistula and Wieprz, in the direction of Lublin. It says that along the roads leading to Krasnik where the enemy's dispositions form a salient, the Russians on the 6th inst. continued a successful counter-attack which began on the 5th inst., forcing the enemy to pass to the defensive and capturing 2,000 prisoners and several Maxim's.

The enemy on the evening of the 5th attacked at many points on the Lemberg roads, between the towns of Kamionka and Gliniany, but heavy losses compelled him to suspend the movement.

### AUSTRO-ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### CAPTURE OF A MOUNTAIN.

#### ALPINISTS WONDERFUL FEAT.

UDINE, July 7th.

The capture of Zellenkofel, 7,350 feet high, is regarded as one of the most notable of Italian feats of arms. The mountain is generally climbed from Ploeken, as the ascent is the Italian side, which is devoid of shrubs or foothold, is considered impossible; but a platoon of Alpini volunteers, carrying a mitrailleuse, reached the summit at sunset and waited through the night until the Austrian company in charge of the signalling station was asleep. They then opened fire with the machine-gun and charged with the bayonet. The Austrian commander was the only survivor.

### ITALY'S OBJECTIVES.

UDINE, July 7th.

The objectives mentioned in the official communiqué yesterday are:—In the north, the possession of Tarvis, which is the key to the interior of Austria; and in the south the conquest of the rugged boulder-strewn Carso plateau, which is the gate to Trieste, Austria's chief arms factory.

### NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

#### BRITISH NAVY'S UBIQUITY.

#### PICKET-BOAT'S EXPLOITS ON THE DANUBE.

LONDON, July 7th.

The recent conferring of the Distinguished Service Order upon Lieutenant-Commander Kerr and the award of Distinguished Conduct Medals to various bluejackets is now explained by a letter in *The Times* from Belgrade telling of the exploits of a little British picket-boat on the Danube, which annoyed the Austrians monitors dreadfully, eventually torpedoing one. The remnants of the monitor drifted ashore and a lovely haul of plunder was secured. The rest of the monitors are now inactive behind a boom.

### GENERAL.

[THROUGH REUTER'S AGENCY.]

#### ADDITIONS TO DUTCH FLEET.

THE HAGUE, July 8th.

The Government, in replying to the report of the Chamber on the Bill enlarging the Fleet, say that it is impossible to abandon the construction of two cruisers, and adds that the present system of defence of the Dutch Indies, especially Java, is insufficient.

### LORD HALDANE'S "UNAUTHORISED DISCLOSURES."

#### A REBUKE BY MR. LLOYD GEORGE.

LONDON, July 8th.

Mr. Lloyd George, Minister of Munitions, has issued a statement in which he says: "Lord Haldane's version of what occurred months ago at a meeting of the Arms Committee of the Cabinet is incomplete and in some material respects inaccurate. The very fact of this conflict of memory shows the unwisdom of these partial and unauthorised disclosures of decisions of highly confidential committees of the Cabinet."

#### A USTRO-GERMAN OFFICERS' QUARREL.

#### THREE GENERALS DISMISSED.

UDINE, July 7th.

It is reported that owing to the persistent defeats of the Austro-German counter-attacks against the Italians another High Council of War has been held at Innsbruck, the Archduke Eugene presiding. There were hot exchanges between the German and Austrian Generals, the former dissenting from the latter's strategic views. The result was the dismissal of a General commanding Austrian Landsturm and two other Generals.

#### THE FRENCH CASUALTIES NEARLY ONE AND A HALF MILLION.

LONDON, July 8th.

Figures published by the French Relief Committee shows the French casualties to May 31st to have been as follows:—

Killed .....	400,000
Wounded .....	700,000
Missing .....	300,000

#### MORE KAISERISMS.

#### CLAIMS TO BE THE MESSIAH.

LONDON, July 8th.

The Jewish world has reported to Russia that the Kaiser, during a visit to Lodz, entered the Synagogue and, raising the Scroll of the Law, told the congregation that he was the Messiah sent by God to save them.

#### SEQUEL TO BRITISH BLOCKADE.

LONDON, July 8th.

The American Association of Commerce at Berlin reports that the price of raw cotton at Bremen has risen 30 cents a pound in consequence of the British blockade.

#### VON LINGENSEN'S PROGRESS.

AMSTERDAM, July 8th.

A German communiqué asserts that General von Lingensen has reached Zlatopir River.

#### ANOTHER NAVAL BATTLE?

COPENHAGEN, July 8th.

Renewed firing was heard from the sea east of Godthaad throughout the forenoon of the 7th inst.

#### BRITISH SEAPLANE ACTIVE.

ATHENS, July 8th.

A British seaplane has bombed Smyrna and Aivali.

#### BRITISH TRADE RETURNS.

LONDON, July 8th.

Imports for June show an increase of £17,936,144 and Exports a decrease of £6,639,408. The principal increases in imports are Food, etc., £10,000,000 and Raw Materials £7,000,000.

#### THE ATTEMPT ON MR. J. P. MORGAN.

NEW YORK, July 8th.

The anthropometric measurements of a German Harvard Professor named Mmenter, who disappeared after the suspicious death of his wife, have been compared with Holt's body and had established identity. It has been ascertained that concealed bombs have been found concealed in cargoes of automobiles on three cargo steamers which were bound from New York for France.

#### OBITUARIES.

LONDON, July 7th.

The death is announced of Sir Theodore Cracraft Hope, K.C.S.I., a former Indian Civil Servant.

The death is announced of Colonel C. T. Jessop.

Colonel Charles Thorpe Jessop, C.B.E., V.D., emigrated to Assam as a tea planter in 1878. He served in the frontier war as a volunteer in 1891 and received the thanks of the Government. He was appointed Commandant of Assam Valley Light Horse in 1903, and was also Hon. A.D.C. to the Viceroy of India. Deceased was 57 years of age.

#### LONDON RUBBER WIRES.

LONDON, June 25th.

The following interim dividends have been declared: Kepong 10 per cent. and Selangor 20-5/6. Langkat pays a final of 12 and carries forward £4,830.

Linggi pays a first interim of 15 per cent. Bidor pays a final of 20 per cent.

### SCENE AT CENTRAL POLICE STATION.

#### EUROPEAN CONSTABLES AT VARIANCE.

BLOWS WITH A TRUNCHEON.

Two European constables appeared as complainant and defendant at the Magistrate's court yesterday when P. O. Cootie was charged with assaulting P. O. Johnson on June 15th, by striking him on the head with a truncheon.

Mr. P. P. J. Wodehouse, D.S.P., watched the case on behalf of the Police and Mr. F. B. L. Bowley defended.

Complainant, describing the incident, said that on June 15th, about 5.30 p.m., he was in the Central Police Station, but not on duty. He was in his room at this time, his room being next to the mess room. There were five other European constables in the room including the defendant.

When he (complainant) entered the room he saw defendant strike P. O. 132 over the back with a cane, and he interfered and asked defendant what he meant by striking a man like that. Defendant said that the man he struck was not going into his room to sleep. Complainant then told defendant he was too forward of late; striking P. O. 132 on the back and going to another man's box and taking out paper money. Complainant added "I think this must have roused defendant's temper for as I was sitting on my bed I was struck twice on the back of the head with a truncheon and fell on to the floor."

Complainant alleged that defendant was under the influence of drink at the time.

Answering Mr. Wood complainant said he became unconscious as a result of the blows. He saw that it was the defendant who struck him.

By Mr. Wodehouse—He was in hospital for 16 days as the result of the blows.

Dr. Moore spoke to the complainant being brought to the Government Civil Hospital on June 15th. He was suffering from two contused scalp wounds on the left side of the head. Complainant was discharged on July 1st.

By Mr. Wood—The wounds could have been caused by a truncheon, but he could not say whether the blows were made from behind or not.

Replying to Mr. Wodehouse witness said the wounds were not of a serious nature. A fair blow would be necessary to inflict the wounds with the truncheon produced.

In reply to Mr. Wood, Dr. Moore said he did not notice whether complainant was under the influence of liquor when he was brought to the hospital.

Cross-examined by Mr. Bowley complainant said he was in the Glasgow police force for six months; immediately before he came to Hongkong. He left the Glasgow force, because he preferred to come to Hongkong, in the second week of May this year, and on his arrival he was placed in the same room as defendant (the room where the assault occurred) and he had been there ever since.

Questioned as to the number of occupants of the room complainant said there were six of them; one Scotman, three Irishmen, himself and another constable.

And I suppose you are of the opinion that Scotland is the finest country in the world?—I would not say that.

And is not the Glasgow police force the best in the world?—And I would not say that there are other places in the world besides Glasgow.

You would perhaps say the Metropolitan Force was better?—That is a matter of opinion.

Answering further questions, complainant denied that he woke defendant up. The blow which defendant gave Kirby with the cane was not friendly. Kirby did not ask him to interfere, and no doubt Kirby was well able to look after himself.

Now did not you say that the Glasgow police force was better than any other force?—We often had arguments about the different police forces.

Mr. Wood—Did you and defendant have a gummings about police forces?—Yes, often.

Mr. Bowley—Did you not say the Scots had kept the Germans out of London, while the English were looting?—No, I did not say anything of the sort.

Are you sure?—Yes.

Did not you say to the defendant that he had never been in the Metropolitan Police Force?—I said I did not think he was ever in that force; but it was previous to the assault that we had these arguments.

Did not you call defendant a — I did not use any such word, I swear it.

Did not you call defendant a — and also say he had never been in the Metropolitan Police Force?—I deny using such language about him; but I did say I did not think he had been in the Metropolitan Force.

Did not the accused challenge you to fight for what you called him, and you refused the challenge?—Nothing was said about a fight.

Then you suggest that the only reason accused had for striking you was that you had called attention to his use of the cane on another constable, and also about taking money from another man's box?—Yes.

Another constable who was in the room at the time of the assault said Johnson and Cootie were having an argument, and he heard Johnson say something about Cootie having taken "a blokes money from his box." At this defendant took his truncheon and struck the complainant twice.

Asked to explain the box and money incident, witness said that a few days previous to the assault Cootie asked him for a loan of \$5. He said he could not lend him this as he had some bills to pay. Later Cootie took a note from his box, he did not know then whether it was a \$5 or \$10 note, but when he (witness) threatened to report him defendant put the money back.

Mr. Bowley—But that was a practical joke was it not?—I cannot say.

P. O. Kirby, in the course of his evidence, said he thought defendant was justified in losing his temper as the remark made by complainant relative to the money. He would have lost his temper himself, but would not have gone to the lengths defendant did. Defendant did strike him on the back with a cane but he treated that more as a joke than anything else.

C. Murphy said that Johnson and Cootie were using offensive expressions to each other, and were also challenging each other to fight.

By Mr. Bowley—He was inclined to think that Johnson had been drinking. Both the men were very excited and the offensive word complained of was "ringing in his ears" all the time.

Inspector Brown, replying to Mr. Bowley, said that when Johnson was brought to the charge-room he was conscious but shaky. When Cootie came to the charge-room subsequently witness asked him why he had struck the complainant. Cootie replied that Johnson had used an offensive expression towards him and had also accused him of stealing money. Cootie did not deny having struck Johnson on the head. As far as he (witness) knew, defendant was an excellent duty man.

Mr. Bowley said that he would admit that the blows were struck, but would plead provocation.

Defendant's story was to the effect that on the day in question he was sleeping in his room when Johnson came in and woke him up. He did not object to this. As to Kirby, defendant said he was merely "playing about with him." Then Johnson came up and said he would not be fooled about by a man like defendant, at the same time using an offensive remark. Defendant told him not to worry, he was not interfering with him (complainant), and then went to lay on his bed. Shortly afterwards Johnson again used an offensive remark towards him, and said: "You — you were never in the Metropolitan Police." He (defendant) replied that he was not, and had never said so. Complainant continued to nag him, and he challenged him to a fight. Complainant refused, and then, when he made another offensive remark about Englishmen and also accused him of taking a dollar from his box, he lost his temper, went across to the complainant and struck him two blows from the front with his truncheon. He denied that he had been drinking.

Speaking on behalf of the defendant, Mr. Bowley said it was a case in which a man lost his temper under great provocation. He lost control of himself for the moment, he did not quite know what he was doing, he snapped up the first thing which came to his hand and hit the complainant on the head. He thought his worship would believe that it was not a blow from the back—not a sneaking blow—but a fair blow from the front. Defendant challenged the man to fight but he refused. The complainant assailed defendant till he could stand it no longer, and defendant hit him. He would submit that, in view of the defendant's good character, his Worship could take a lenient view of the case.

Replying to the Magistrate, Mr. Wodehouse said that no departmental punishment had been inflicted upon defendant. He had been suspended from duty since the assault, and if he was convicted he was liable to have his pay forfeited for that period.

Mr. Wood said he regarded the assault as a serious matter; striking another man with a truncheon. He agreed that defendant had considerable provocation, and in view of that he would fine him \$20 or, in default, one month's imprisonment.

### KOWLOON RAILWAY STATION.

#### REPORT ON PROGRESS.

The following report on progress up to June 30th, 1915, signed by Mr. H. P. Winslow, Manager of the Railway, and Mr. Robert Baker, Engineer of Ways and Works, was laid before the Legislative Council yesterday by Command of His Excellency the Governor:

Kang On's Contract No. 212 has now run for 18 months out of the contract period of 2 years.

The brickwork in the main building is practically finished.

Granite work is up to the cornice below the top cornice, and will possibly be completed as far as the main building is concerned by the end of August.

The tower is up to the level of the roof of main building and will proceed faster, when masons and bricklayers can be relieved from the latter.

The colonnade which was up to roof level at the time of last report is now asphalted and only requires the parapet walls fixing and floor surfacing.

The timber in roof is all in place and awaiting fitting when masonry is completed. Tiles are all on ground, rain water gutters and down pipes are being fixed.

Materials and fittings intended for through the Crown Agents have now all arrived with the exception of lavatory fittings and clock.

Plaster work is well in hand, all covered verandahs and colonnade being completed.

Drains are being laid as the work proceeds or necessitates.

Of the approximate amount of Kang On's contract, namely \$173,487, there has been paid to date of report the sum of \$101,000.

There is every reason to believe that the contract will be completed to time, except perhaps with regard to the tower, which may be somewhat behindhand owing to the delay in arranging about the clock. This, however, should not prevent the station being opened in March, 1916, as intended.







## AT GRIPS WITH THE TURK.

## THREE DAYS' BATTLE IN GALLI POLI.

## DAUNTLESS BRIGADES.

[FROM "THE TIMES" SPECIAL CORRESPONDENT.]

MUDROS, May 1915.

On May 5th reinforcements reached our Army, and also the French. Sufficient stores and ammunition having been got ashore, the Allied commanders were able to resume the offensive against the enemy's positions which had been suspended, save for some local advances, since Wednesday, April 28th.

Then began one of the most remarkable battles which have ever been fought, and every detail of which, owing to the peculiar nature of the country, could be followed almost with the naked eye, and with the utmost ease through glasses. It has been a battle of quite the old-fashioned type, only on a larger plane, in which the commanders could direct the movements of their troops through the telephone and field telegraph, not only on reports received from their Brigadiers, but chiefly from what they could watch going on under their own eyes.

## THE MAIN OBJECTIVE.

The ultimate objective of this great offensive was to obtain possession of the heights of Achi Baba. But before this could be attempted it was necessary to obtain possession of the two great arms of that sombre mountain which stretch out the one to the Gulf of Saros and the other to the shores of the Dardanelles. From a hill above which a perfect view is obtained of the entire battlefield, and it is from this standpoint that I shall attempt to describe the memorable scenes which have occurred during the past few days, culminating as they did in the tremendous combined infantry assault on the enemy's whole line on the evening of May 8th.

From this hill the top of Achi Baba is exactly six miles to the north-east. The stretch which it covers with its two wings from the Gulf of Saros to the Dardanelles is almost the same distance. The Allied Armies were fighting for the sides of a plateau, culminating in the peak of Achi Baba, the other two sides of which were already in their possession and covered by the fire of the warships.

The right arm of the mountain ends at the head of the great donga which, running inland from the beach on the Gulf of Saros, has been a source of endless trouble to our troops ever since we first landed. It is rugged and rocky, and covered with dense shrub. In it and above it the enemy's snipers lie concealed, and have to be driven, or rather hunted, out man by man. But the donga was finally occupied on April 28th, after fierce fighting, and our trenches now lie across the top of it.

Approaching Krithia the last mile is more open, and partly cultivated. Here again there is an amount of dead ground in which an enemy can lie concealed. Krithia is a fairly large village, made up of scattered white houses, with red roofs, and a fringe of trees. Outside the trees are numerous. Round stone mounds are the most prominent features of the landscape, and they take a lot of hammering from the ships' guns.

From Krithia the ground rises more steeply to the right-hand shoulder of Achi Baba itself. The left arm of Achi Baba stretches to the Dardanelles, ending at Totts Battery. On the far side is the river or stream of Kereves Dere.

## POINTS IN THE POSITION.

The main road to Krithia runs through the centre of the ground that was the position on May 5th, and roughly divides it into two portions, that on the left, facing the right arm of Achi Baba, being held by the British, and that on the right by the French. But some of our troops were over the road, supporting the French left wing. Thus the British left rested on the Gulf of Saros and the French right on the Dardanelles. This three days' struggle may go down to history as the Battle of Achi Baba, but it might well be called the Battle of the Nations. Side by side in the Anglo-French Army there fought English, Scottish, and Irish regiments, Australians, and New Zealanders, Sikhs, Punjabis, and Gurkhas, while the Navy was represented by the Marines and the Naval Volunteer Division. On the other side of the Krithia road, in the French ranks, were drawn up Frenchmen, Algerians, Zouaves, Goumiers, Senegalese, and the heterogeneous elements of the Foreign Legion.

On either flank out in the Dardanelles and along the Gulf of Saros, close inshore, lay our battle-ships, and cruisers, with their guns trained to sweep every yard of the enemy's position. Farther off rose the forest of masts and funnels of the immense fleet of transports which had disgorged this mixed host between the forbidding, sombre arms of Achi Baba.

## ORDER OF BATTLE.

Our Army was drawn up in the following order on this first day of the battle:

On the extreme left, the 87 Brigade held the great donga and the trenches on the hills beyond. The line was prolonged to the right by the 88th Brigade, and then on to the Krithia road by part of the Naval Division. On the other side of the road was another Brigade of the same Division. Behind the line, the New Zealanders stood in reserve, and behind them the newly arrived Territorial Division. On the right the French stood, with the blue-coated Senegalese in their front line, and with the light blue French Infantry, the red Zouaves, and the Foreign Legion in reserve.

The immediate objective of the British was to push forward our left wing, and at the same time to endeavour to occupy Krithia and the ridge on which it stands. The immediate objective of the French was to advance up the spur and get astride the Maidos road, and at the same time to advance into the valley of the Kereves River.

## FINE FRENCH ATTACK.

Exactly at 11 a.m. the French Seventy-fives round Seddul Bahr began a fierce and sustained bombardment of the right arm of Achi Baba and the broken country

under its summit, to the right of the Krithia road. The shells, fired in salvoes four at a time, swept every yard of the ground over which their infantry were waiting to advance. This rapid fire was kept up incessantly for half an hour. At the same time our battle-ships in the Dardanelles, which included the *Agamemnon*, turned their big guns to the upper slopes of Achi Baba and the Turkish trenches in the Kereves Valley.

At 11.30 a.m. the blue-coated Senegalese crept from their trenches and swept forward in open order up the right arm of the mountain. For some time they made steady progress, their artillery covering the advance, bursting shrapnel 50 yards ahead of the firing line with that precision peculiar to the French gunner. When the infantry topped the slope overlooking the valley they found themselves strenuously resisted by the Turks from their entrenchments on the other side of the crest, and the advance was held up. Part of the firing line wheeled to the left and moved forward up the arm towards the Maidos road, while our Naval Division, supporting the French left, also advanced across the low broken ground, under a heavy fire which caused many casualties. The advance towards the Maidos road was partly successful, but was eventually held up by a redoubt and carefully concealed trenches.

In vain did the ship's guns and the Seventy-fives pour shrapnel and common shell on to the position. Nothing checked the fire of the Turkish infantry. Time and again long waves of dark blue-coated Senegalese swept forward, only to break before the storm of bullets. Then they were withdrawn to the second line and the light blue regiments took their place.

## THE SECOND DAY.

On Friday, May 7th, at 10 a.m., our ships opened up a furious bombardment on the right arm of Achi Baba, sweeping the broken country at the head of the great donga and the slopes leading up to Krithia. The shells smothered every yard of the ground, and it seemed impossible for anyone to live within this zone, as the shrub and ravines were yellow with burning lyddite.

After a quarter of an hour of this rapid fire from the ships and batteries on shore, there was a general advance of our left wing. The 87th and 88th Brigades pressed forward through the shrub at the top of the donga and in the centre towards the Krithia road. No sooner did they leave the shelter of their trenches than the Turkish infantry, who had been lying absolutely quiet, opened up a tremendous fire from concealed trenches. Their existence had been suspected, but their true position it had been impossible to locate. It was obvious that the enemy's *morat* had suffered little from the fire of the Fleet's guns. Nevertheless our infantry, advancing in perfect order, with lines of reserves and supports occupying the vacated trenches as they moved forward, gained considerable ground and captured some of the enemy's trenches, only to find themselves held up by others. Throughout the morning the enemy used his field guns actively against our left wing, generally concentrating his fire on the reserves and supports.

## ON THE MAIDOS ROAD.

Meanwhile, on the right wing, the French had been very quiet all the morning, but at noon their artillery again opened up a furious bombardment, and at 3 p.m. there was a general advance up the slope towards the Maidos road, while the Naval Division on their left also pushed forward. This movement gained considerable ground.

At 4.45 p.m. the Turks brought a great many guns into action against the French, plastering their advance trenches with shrapnel and sweeping the ground behind them, to prevent supports from being brought up. The French batteries replied, furiously shelling the Turkish trenches and the redoubt, which was the chief obstacle in the way of a further advance. Nevertheless the French infantry again swept forward, and were met by such a hail of shrapnel that the line wavered, then broke and came sweeping down the slope, part of the fugitives passing right through the lines of the Naval Division. Indeed, the fire which the Turks were now developing was unbearable, and it was impossible to locate their batteries concealed somewhere on the other side of Achi Baba. The situation looked serious, and as if all the ground which had been won would be abandoned. But General d'Amade sent forward his reserves, who gallantly delivered a counter-attack and re-occupied the abandoned trenches. Night came, with the French still holding tenaciously on, under a heavy fire from the enemy's guns.

At 5 p.m. another furious artillery fire was concentrated from all our guns on the right arm of Achi Baba and on the village of Krithia.

At 6.10 p.m. on the extreme left by the sea coast, long lines of khaki figures suddenly seemed to emerge from the head of the great donga and to press forward, making a sweeping movement towards the Hill 400, behind Krithia. They were met by a tremendous shrapnel fire from the Turkish guns, just as the French had been on the right. The shells burst right over our men, and while companies disappeared from view in the dense clouds of earth and sand thrown up by the bullets. But these great khaki waves never wavered. One after another they pressed forward, losing heavily, but fortunately, the enemy's aim being high, most of the wounds were slight. This advance on the left gained much ground and was ultimately brought to a stop by the darkness.

## THE THIRD DAY.

On the morning of May 8th, at 10 a.m., this battle, which had now lasted for two days without cessation, was continued, with even greater violence. Our troops, with even greater courage, determined to obtain a decisive success if it was possible. The ships opened up another tremendous bombardment of the right arm of Achi Baba, off Krithia, and of the ground behind. When this had lasted for half an hour our infantry on the left and left centre again advanced to the attack, and the 88th Brigade was not to be deterred, and continued to gain ground. In fact, on the left, an entire Turkish trench

was taken, and our khaki lines disappeared altogether from view in the thick shrub. Throughout this fierce fighting in the broken ground on the slopes leading up to Krithia the plain at our feet looked as if some amazing manoeuvres were taking place on it. Across the whole front successive lines of khaki figures were pressing forward, across the green fields and through the farms and orchards, towards the firing line. The enemy's shrapnel burst over them, but inflicted small damage, owing to the open formations adopted. When each successive line reached the fire zone it doubled across the open ground, resting in the vacated trenches, and then passing on to the next. The whole of the plain seemed alive with these khaki-clad infantry. It was, indeed, a perfect example of the classical British attack, carried out over a broad front, so as to concentrate the maximum number of men in the firing line for the final assault on the enemy's position with a minimum of loss.

## DOMINIONS TO THE FRONT.

These reserve troops, who were now moving forward to the firing line, were the New Zealand Brigade, which moved up to pass through the 88th Brigade for the final assault, and, on their left, the Australian Brigade, who passed through the Naval Brigade, on the left of the Krithia road, for a like purpose. The 87th Brigade still held the ground at the top of the great donga, while the Indian Brigade and the Lancashire Fusilier Brigade acted as a general reserve.

At 1.30 p.m. these final movements were completed. A complete lull came over the battlefield. The only incident was the appearance of one of the enemy's aeroplanes, which attempted to drop some bombs on the beaches and ships, without doing any damage. On the right held by the French, there had been no movement throughout the morning, and even the artillery had hardly fired. The afternoon passed very slowly. It was obvious that something was going to happen, but no one except the Staff knew what the next move would be. As the afternoon wore on there were many who thought that the fighting was over for the day. But at 5.15 p.m. there suddenly opened from every ship aloft and from every battery ashore the most stupendous bombardment it has ever been my lot to witness. Officers who had already served in France declared that they had never seen anything like it there. All the battleships and all the cruisers opened fire with their heavy guns and secondary armament. A rapid fire on both arms of Achi Baba, on Krithia, and on every patch of shrub and every ravine which could possibly conceal a Turk or a Hun. The 15th shells, charged with lyddite, made the most awful explosions, apparently consuming whole hills in immense clouds of yellow smoke and fumes. The 12th shells of the other battleships, either charged with lyddite or shrapnel, searched every yard of the slopes leading up to Achi Baba, while the 6th and smaller guns sprayed the country nearer our trenches. In fact, there were three separate zones of fire, the great guns on Achi Baba and its higher slopes, the secondary armament lower down, and then, just in front of our trenches, the field guns and field howitzers poured a continuous shower of shrapnel over the ground over which our infantry had to advance. The noise was appalling.

Suddenly, as if controlled by a single will, the guns ceased to fire for a few seconds. This was the signal for the infantry, who had hardly been visible, so carefully were they lying concealed amidst the shrub and in the trenches. As one man, the entire line, from the head of the great donga to the Krithia road, leaped forward and rushed to the assault of Krithia. At the same instant the light and dark blue columns were seen to burst from the French trenches. They also had lain quiet all day. They rushed up the slopes towards the Maidos road. Line after line of khaki figures emerged from cover and dashed forward, with the sun glittering on their bayonets. No sooner were they clear of the trenches than the bombardment was resumed. The ships' guns again shelled the higher ground, and our own artillery kept up a white shower of shrapnel only 50 yards ahead of the firing line.

## HEROIC AUSTRALIANS.

The New Zealanders hurled themselves forward in a solid phalanx, passing through the 88th Brigade, and many of the gallant men of these regiments, refusing to yield any right of way to them, joined their ranks and rushed forward in their mad charge. The line entered one Turkish trench with a rush, bayoneted all there, and then passed on into broken ground, shooting and stabbing. Men fell amidst the terrible fusillade, but not one turned back. No sooner had one line charged, than another pressed on after it, and then a third.

On the right the New Zealanders and the Australians advanced at the same moment, but over much more open ground, which provided little or no cover. They were met by a tornado of bullets, and were enflamed by machine-guns from the right. The artillery in vain endeavoured to keep down this fire. The manner in which these Dominion troops went forward will never be forgotten by those who witnessed it. The lines of infantry were enveloped in dust from the pattering of countless bullets poured on them, for now the enemy's artillery concentrated furiously on the whole line. The lines advanced steadily, as if on parade, sometimes doubling, sometimes walking. They melted away under this dreadful fusillade, only to be renewed again, as reserves and supports moved forward to replace those who had fallen.

In spite of all obstacles, a considerable advance towards Krithia was made, which at length a point was reached from which it was impossible to proceed farther. Not a man attempted to return to the trenches. They simply lay down where they were, and not a man of whom I disclosed his position. Only a few hundred yards had been won, it is true, but these Australian and New Zealanders were determined not to hedge, and proceeded to entrench themselves where they lay. But it became obvious at the end of the day that the attack had spent its force, and that the hope of taking Krithia by direct assault must be abandoned. On the right much of the ground over which the French were advancing. Whenever

I could tear my eyes away from the khaki lines moving forward, thinned but still steadfast, I watched the French. A confused memory remains of solid lines of Senegalese and light blue infantry charging forward, then recoiling, breaking, and retiring a little, under a hail of shrapnel, only to renew the attack a few minutes later. There seemed to be a succession of desperate bayonet charges taking place all over the slopes of Achi Baba's left arm, and the French, at one time, made a most pronounced advance, covered by their Seventy-Fives, which kept up an unceasing fire on the Turkish trenches. The attack looked as if it would lead to great results, especially when the light blue infantry stormed one of the Turkish trenches at the point of the bayonet.

## A DRAMATIC MOMENT.

It was one of the most dramatic moments of the day, for the Turks could not retreat to the valley beyond, being cut off by the fire of the Seventy-Fives. The French line of glittering bayonets was now within 50 yards of them, when the survivors came boldly out, stood on the top of their trenches, and fired into the advancing line. The French hesitated for a moment, as if expecting a surrender, and then rushed forward. Both lines met in a clash on the top, and ultimately disappeared from view over the crest, in a cloud of dust and shrapnel. I do not think any of the Turks got away. No sooner had this position been won than the French were driven back again by the fire of another trench, and the rapid salvoes of shrapnel. The Turks, or Germans, handled their guns with great skill. But this check was only temporary. A counter-attack by a mass of Senegalese retrieved the position.

This confused fighting went on all along the line, until, at 7.30 p.m., the gradual approach of darkness put an end to this terrible combat. Everywhere the Allies had gained some ground, but the main object of the attack had not yet been achieved. Achi Baba still looks definitely on the plain beneath, and it is obvious that positions such as those held by a foe that is indefatigable as the Turks can only be won by extreme patience. Our men have done everything mortal man can do.

## SHIPPING IN PORT.

## STEAMERS.

ANNA, Norwegian str., 1,017. A. Arndt, 8th July—Hongkong 28th June, General—Therese & Co.  
CHIPPING, British str., 1,199. H.G. Walker, 2nd July—Weihaiwei 27th June, General—Jardine, Matheson & Co.  
DEWAKOBE, British str., 1,047. C. W. Shearer, 7th July—Saigon 3rd July, Rice and General—Chinese.  
FOCKROW, British str., 1,228. Owen, 4th July—Wakamatsu 28th June, Coal—Butterfield & Swire.  
HAYTER, British 1,183. J. W. Evans, 7th July—Swatow 8th July, General—Douglas Laprak & Co.  
HEIRO MARU, Japanese str., 2,287. Nakamura, 7th July—Mitsui Bussan Kaisha.  
HONOKU, French str., 742. A. Marguerite, 3rd July—Hoithow 2nd July, General—R. Marty.  
ITSUKUSHIMA MARU, Japanese str., 2,000. Coal—Mitsui Bussan Kaisha.  
IYO MARU, Japanese str., 3,691. K. Okamoto, 5th July—Mojji 27th June, General—Order.  
JINKEI MARU, Japanese str., 2,662. T. Terada, 29th June—Singapore 23rd June, General—Nippon Yusen Kaisha.  
KIYO MARU, Japanese str., 3,590. 28th June—Mojji 20th June, General and Coal—Toyo Kisen Kaisha.  
LAISANG, British str., 2,224. Money, 3rd July—Kobe 27th June, General—Jardine, Matheson & Co.  
MAVBANG, British str., 1,64. G. H. Alcock, 29th June—Sandakan 23rd June, General—Jardine, Matheson & Co.  
MEXICO CITY, British str., 3,170. N. A. Starkey, 7th July—Saigon 3rd July, Rice—Chinese.  
NIPPON MARU, Japanese str., 2,954. A. C. Stevens, 5th July—San Francisco 2nd June, General—Toyo Kisen Kaisha.  
PHUYEN, French str., 1,290. Ribault, 5th July—Saigon 1st July, Rice—Bradley & Co.  
PELEUS, British str., 4,800. H. Nicholas, 3rd July—Shanghai 1st July, General—Butterfield & Swire.  
RIZAL, American str., 1,742. Wm. de Weverell, 3rd July—Manila 30th June.  
SINGAN, British str., 1,047. Mills, 6th July—Hoithow 5th July, General—Butterfield & Swire.  
TARO MARU, Japanese str., 2,324. K. Nuyagaki, 27th June—Mojji 21st June, Coal—Mitsui Bussan Kaisha.  
TELEHABUR, British str., 1,250. Fraser, 4th July—Saigon 30th June, Rice and General—Chinese.  
TUNGSHAW, British str., 2,276. Muir, 7th July—Chingwantao 30th June, Coal—Doddell & Co.  
TJIKEMANG, Dutch str., 8,013. N. V. Wilk Jurriaanse, 5th July—Java, 29th June, Sugar—Java-China-Japan Lijn.  
TJILWONG, Dutch str., 3,051. A. Oldenburger, 8th July—Manila 2nd July, Sugar and General—Java-China-Japan Lijn.  
TORYO MARU, Japanese str., 2,224. J. Nakamura, 3rd July—Mojji 25th June, Coal—Mitsui Bussan Kaisha.  
WAKAMATSU MARU, Japanese str., 1,722. Yamakaka, 6th July—Wakamatsu 30th July, Coal—Mitsui Bussan Kaisha.  
WINGONG, British str., 1,267. Lishman, 5th July—Hongkong 3rd July, Coal—Jardine, Matheson & Co.  
YUENANG, British str., 1,128. P. H. Rolfe, 6th July—Manila 3rd July, General—Jardine, Matheson & Co.

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TJILWONG ...	—	in port	JAVA	15th July.
TJIBODAS ...	JAVA	15th July.	JAPAN	22nd July.
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TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &amp;c.

Head Office for the Far East: 15, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 23, FOOKSOW ROAD. YOKOHAMA: 32, WATER STREET. MANILA: MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

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CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

Hon. Sec. 3rd July, 1914.

[695]

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## SHIPPING

## ARRIVALS.

Ono Maru, Japanese str., 1,902, S. Oze, 7th July—Karatou 30th June, Coal—Mitsui Bussan Kaisha.

Daini Maru, Japanese str., 740, K. Murakami, 8th July—Swatow 7th July, General—Osaka Shosen Kaisha.

Daini Maru, Japanese str., 1,133, Tanaka, 7th July—Swatow 2nd July, General—Osaka Shosen Kaisha.

Wooler, Chinese str., 1,376, B. Imooku, 7th July—Bangkok 1st July, Rice and General—Chinese.

Kwanlee, Chinese str., 1,408, McArthur, 7th July—Shanghai 4th July, General—Chinese.

Liangchow, British str., from Canton.

Lugow, British str., 1,317, Davies, 7th July—Shanghai 4th July, General—Butterfield & Swire.

Shinko Maru, Japanese str., 3,308, A. Ayabe, 7th July—Sydney, Coal—Osaka Shosen Kaisha.

Quarta, British str., 2,400, C. Hooker, 7th July—Bangkok 1st July, Rice—Butterfield & Swire.

## CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.

July 8th.

HONGKONG, British str., for Amoy.

LONGKANG, British str., for Hoihow.

KUMANG, British str., for Hoihow.

## DEPARTURES.

July 8th.

EIGER, British str., for Chefoo.

HATAN, British str., for Swatow.

HONGKONG, French str., for Hoihow.

LIBERTY, British str., for Saigon.

LIANGCHOW, British str., for Shanghai.

LECHOW, British str., for Canton.

PANAMA, Danish motor-ship, for Amoy.

SAINT ROBERT, British str., for Singapore.

SHANGHAI, British str., for Cebu.

TRAN, British str., for Manila.

TSINGTAI MARU, Japanese str., for Ching-wantao.

YOKOHAMA MARU, Japanese str., for Shanghai.

## SHIPPING REPORTS.

The Chinese str. *Kwanlee* reports: Fresh moonlight, passing observers.

The Japanese str. *Daini Maru* reports: Moderate southerly breeze and cloudy with lightning, and sea slight with moderate southerly swell.

## PASSENGERS.

Per *Daini Maru* from Swatow, for Hongkong, Dr. Baker.

Per *Lugow* from Shanghai, for Hongkong, Mr. Carrero and Master Beadeau.

DEPARTED:

Per *Yokohama Maru*, for Japan, etc., Dr. and Mrs. J. Moorhead, Mr. R. J. Rawlinson, Mrs. J. A. Randall, Mr. and Mrs. O. E. Penney, Mrs. Churcher, Mrs. C. N. Laird, two children and amah, Mrs. E. K. Edmunds, two children and amah.

## LATEST STEAMER MOVEMENT.

The str. *Zaiquan* left Manila for Hongkong direct on 7th inst. and may be expected to arrive on 10th inst.

## VESSELS EXPECTED.

## AUSTRALIAN MAIL.

The str. *Eastern* left Sydney for this port (via Queensland ports, Port Darwin, and Manila) on 23rd inst., and may be expected to arrive here on or about 15th July.

## THE AMERICAN MAIL.

The P.M. str. *Mongolia* sailed from Yokohama for Hongkong via Kobe, Nagasaki and Manila on the 1st inst., and is due here on the 13th inst. The mail for Hongkong has been transferred to the N.Y.K. str. *Hakute Maru*, expected here to-day.

## MERCHANT STEAMER.

The str. *Sangoli* sailed from Calcutta on the 1st July, and may be expected here on or about the 18th inst.

## INDO-CHINA LINE.

*Namsang*, from Calcutta, is due in Hongkong 20th July.

## SHIRE LINE, LIMITED.

*Radnorshire*, from London, is due in Hongkong 18th July.

## INDRA LINE.

*Indraamha*, from Vladivostok, is due in Hongkong end of July.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"KASHGAR,"

Arrived Hongkong, on 5th July, 1915, from BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex str. "Malwa."

From Persian Gulf, ex str. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 6th July, 1915.

## VESSELS ADVERTISED AS LOADING

Transcending the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," near "h" Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	LAG & TO	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	SARDINIA	Belk str.	—	J. T. Jeffery	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON VIA USUAL PORTS OF CALL	KAMOH MARU	Belk str.	—	A. N. Rivers, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
MARSHALLS, LONDON & SINGAPORE, &c.	CITY OF HANGKOO	Jan. str.	—	Shimizu	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
MARSHALLS & LONDON	POLYTHESION	Brit. str.	—	—	THE BANK LINE, LIMITED	On 26th inst., at Noon.
MARSHALLS VIA PORTS	TACOMA MARU	Jan. str.	—	T. Hamada	MESSENGER LINES	On 7th Aug., at 1 p.m.
VICTORIA & TACOMA VIA KEELUNG, & S' HAI B.C.	SADO MARU	Jan. str.	—	K. Asakawa	OSAKA SHOSHIN KAISHA	On 15th inst., at 3 p.m.
VICTORIA, B.C., & S' HAI VIA KEELUNG & S' HAI	EGEDMONT CASTLE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at 4 p.m.
NEW YORK BOSTON VIA SUZC CANAL	GLONTURETT	Brit. str.	—	F. T. Jones	DODWELL & CO., LTD.	About 15th inst.
GENOA, LONDON AND HULL	SHWEEI MARU	Jan. str.	—	—	SHAW, TOMES & CO.	About 19th inst.
SEATTLE	NIPPON MARU	Jan. str.	—	A. G. Stevens	JARDINE, MATHESON & CO. LD.	About End of July.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	MONGOLIA	Am. str.	—	Emory Reed	—	On 15th inst., at 10.30 a.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHIMO MARU	Am. str.	—	Filmer	PACIFIC MAIL S.S. CO.	On 23rd inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	THRETA	Am. str.	—	—	TOTO KISEN KAISHA	On 27th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	GUJARAT	Brit. str.	—	—	PACIFIC MAIL S.S. CO.	On 3rd Aug., at Noon.
DELAGO BAY, DUBBAN, EAST LONDON, &c.	TAITUAN	Brit. str.	1 m.	P. W. Grierson	THE BANK LINE, LIMITED	On 23rd inst.
AUSTRALIAN PORTS	NIEKO MARU	Jan. str.	—	Takeda	BUTTERFIELD & SWIRE	On 13th inst.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	TYBODA	Dut. str.	—	—	GIBB, LIVINGSTON & CO.	On 22nd inst., at 11 a.m.
JAPAN	KAWACHI MARU	Jan. str.	—	Kurozumi	JAVA-CHINA-JAPAN LINE	On 19th inst.
Kobe & YOKOHAMA	HITACHI MARU	Jan. str.	—	Tominaga	NIPPON YUSEN KAISHA	On 16th inst., at 10 a.m.
NAGASAKI, KOBE & YOKOHAMA	CHIPPING	Jan. str.	—	H. C. Walker	JARDINE, MATHESON & CO., LD.	On 16th inst., at Dlight
WUHAIRWEI & TIENSIN	POLYTHESION	Brit. str.	1 m.	D. E. Davies	BUTTERFIELD & SWIRE	On 15th inst., at Dlight
SHANGHAI, KOBE & YOKOHAMA	TIENKENG	Dut. str.	—	—	MESSENGER LINES	On 13th inst.
SHANGHAI	TIENKENG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 12th inst.
SHANGHAI, KOBE & YOKOHAMA	SUWA MARU	Jan. str.	—	Murai	NIPPON YUSEN KAISHA	On 13th inst., at 10 a.m.
SHANGHAI	SINKING	Brit. str.	1 m.	J. M. Smith	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
SHANGHAI	ORIENTAL	Brit. str.	1 m.	A. L. Valentini	P. & O. S. N. Co.	About 16th inst.
SHANGHAI	LANGANG	Brit. str.	—	Sponcer Wilde	JARDINE, MATHESON CO., LD.	On 18th inst., at Dlight
SHANGHAI, MOJI & KOBE	KAMAKURA MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst.
SHANGHAI, KOBE & MOJI	SANGOA	Brit. str.	—	Miles, R.N.E.	DAVID SHARROW & CO., LD.	On 23rd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORE	Brit. str.	—	D. Ashby	P. & O. S. N. Co.	About 25th Aug.
ANING & YAKAO VIA SWATOW & AMOY	SORET MARU	Jan. str.	—	A. Kobayashi	OSAKA SHOSHIN KAISHA	On 21st inst., at 10 a.m.
SWATOW	SINGAN	Jan. str.	1 m.	J. D. Mills	BUTTERFIELD & SWIRE	To-day, at Noon.
SWATOW & SINGAPORE	CHANGTU	Brit. str.	1 m.	Speed	BUTTERFIELD & SWIRE	To-day, at Noon.
SWATOW, AMOY & FOCHOOW	HAIRAN	Brit. str.	2 h.	W. V. Evans	DOUGLAS LAPEATE & CO.	To-day, at 2.30 p.m.
SWATOW, AMOY & FOCHOOW	BAIGHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPEATE & CO.	On 13th inst., at 2.30 p.m.
SWATOW, AMOY & FOCHOOW	HAIRUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPEATE & CO.	On 16th inst., at 2.30 p.m.
MANILA	YUEHSANG	Brit. str.	—	P. Rolfe	JARDINE, MATHESON & CO., LD.	To-morrow, at 10 a.m.
MANILA, CEBU & ILOILO	CHINHOA	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 15th inst., at 3 p.m.
MANILA	WINGANG	Brit. str.	—	J. H. Lishman	JARDINE, MATHESON & CO., LD.	On 17th inst., at 3 p.m.
TAMBUI, & KEELUNG VIA SWATOW & AMOY	DAISHIN MARU	Jan. str.	—	K. Muratani	OSAKA SHOSHIN KAISHA	On 16th inst., at Noon.
BATAVIA, CELEBES, R. SOBA, &c.	YILLANAF	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 20th inst.
BATAVIA, SINGAPORE, MALACCA & COLOMBO	JUNTA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 20th inst.
SINGAPORE, PENANG, BANGGOW & CALCUTTA	BAKATA MARU	Jan. str.	—	Kawachi	NIPPON YUSEN KAISHA	To-morrow.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & CO., LD.	On 12th inst., at 3 p.m.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	MADAWASKA	Brit. str.	—	—	THE BANK LINE LTD.	On 25th Aug.
SANDAKAN	MADANG	Brit. str.	—	R. A. Mathlows	JARDINE, MATHESON & CO., LD.	On 13th inst., at Noon.
BAIPHONG	KIKYO MARU	Jan. str.	—	Imaiumi	OSAKA SHOSHIN KAISHA	On 11th inst., at 10 a.m.



## PENINSULAR &amp; ORIENTAL

(STEAM NAVIGATION COMPANY.)

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	ORIENTAL Capt. A. L. Valentini	About 16th July.	Freight and Passage.
LONDON VIA USUAL PORTS	SARDINIA Capt. J. T. Jaffery	Noon, 17th July.	See Special Advertisement
LONDON VIA USUAL PORTS	KASHGAR Capt. H. N. Rivers, R.N.R.	Noon, 30th July.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NOME and YOKOHAMA	... Capt. D. A. Barry	About 26th Aug.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to—

E. A. HEWETT,

Superintendent.

Hongkong, 8th July, 1915.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS.
SWATOW	"SINGAN"	On 9th July.	Noon
SWATOW and SINGAPORE	"CHENG TU"	On 9th July.	Noon
SHANGHAI	"LUCHOW"	On 11th July.	4 P.M.
MANILA CEBU and ILOILO	"SINKIANG"	On 13th July.	4 P.M.
MANILA CEBU and ILOILO	"CHINHUA"	On 13th July.	4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.  
SS. "LINTAN" and SS. "SANUI".

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "THAN". Excellent Saloon accommodation. Amplest Electric Fans fitted; Extra State-rooms on Deck aft on "TAMING" and "THAN".

SHANGHAI LINE—TWIN-SCREW STEAMERS "ANHUI" and "CHIVAN". The S.S. "KANGHOU", "LIANGCHOW", "LUCHOW" and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wanning.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 9th July, 1915.

TELEPHONE 35.

AGENTS.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOCHOW  
AND RETURN.  
(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAI TAN"	Capt. J. W. Evans	FRIDAY, 9th July, at 2.30 P.M.
"HAICHING"	Capt. W. C. Parnmore	TUESDAY, 13th July, at 2.30 P.M.
"HAI MUN"	Capt. A. H. Stewart	FRIDAY, 16th July, at 2.30 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARBAIK &amp; CO.,

GENERAL MANAGERS.

Hongkong, 9th July, 1915.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.  
EASTWARD

S.S. "SANGOLA" 5,182 tons, Capt. Milne, R.N.R. will be despatched for SHANGHAI, KOBE and MOJI on 23rd July.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.,

AGENTS.

Hongkong, 7th July, 1915.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LTD.MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MANILA SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	15th July.	On 22nd July, 11 A.M.
EASTERN	2nd Aug.	On 9th Aug., 11 A.M.
ALDENHAM	23rd Aug.	On 23rd Aug., 11 A.M.
ST. ALBANS		On 17th Sept., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON &amp; CO.,

AGENTS.

## TOYO KISEN KAISHA.



## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* NIPPON MARU	11,000—18 knots	TUESDAY, 13th July.
SHINYO MARU	22,000—21 knots	TUES., 27th July.
CHIYO MARU	22,000—21 knots	TUES., 24th Aug.
TENYO MARU	22,000—21 knots	TUES., 14th Sept.

\* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.

Steamer via Manila " " at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK	£60. " " " £68.
" " " SAN FRANCISCO	£45. " " " £58.

Passengers purchasing a non-Pacific Return Ticket have the option of returning from San Francisco by Steamer of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES.  
SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

## TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	17,200—15 knots	Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,

King's Building.

TELEPHONE 291.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN  
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

OUTWARD

STEAMER

To SAIL.

For SHANGHAI, KOBE and YOKOHAMA ... POLYNESIEN ... On 12th July.  
(Without Transshipment).

HOMEWARD

MARSEILLES VIA SAIGON and PORTS ... POLYNESIEN ... On 7th Aug., at 1 P.M.  
(Without Transshipment).

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.  
Branch line connecting every four weeks at Colombo, for Calcutta.  
State-Rooms 1st, 2nd and 3rd Classes.  
Return Tickets to Europe available two years.  
Return Tickets to Intermediate Ports available six months.  
Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915.  
TO KOBE \$135. TO YOKOHAMA \$150.  
For further particulars apply to

P. THOMAS, AGENT,

QUEEN'S BUILDING.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

## THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA and TACOMA via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA

Steamer ... T. Hamada ... THURSDAY, 15th July, at 3 P.M.  
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Transure and Parcels.

For BOMBAY, via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer ... Captain ... Leaving

For TAMSUI AND KEELUNG VIA SWATOW AND AMOY.  
Steamer ... K. Murakami ... THURSDAY, 15th July, at Noon.  
"DAIJIN MARU"For ANPING AND TAKAO VIA SWATOW AND AMOY.  
Steamer ... A. Echayashi ... WEDNESDAY, 21st July, at 10 A.M.  
"SOSHU MARU"

## FOR HAIPHONG DIRECT.

Steamer ... Captain ... Leaving

"KEIJO MARU" ... IMAIZUMI ... SUNDAY, 11th JULY, 10 A.M.  
These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour).  
Office: For FURTHER INFORMATION, apply to

H. YAMAUCHI,

MANAGER.

Second Floor, No. 1, Queen's Building.

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DESPATCHMENT	TONS	SAILING DATES
MARSEILLES and LONDON	KAMO MARU Capt. Shimizu	16,000	THURSDAY, 15th July, at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KASHIMA MARU Capt. M. Yagi	20,000	THURSDAY, 29th July, at Noon.
VICTORIA, B.C. and SEATTLE via KEELUNG	SADO MARU Capt. Asakawa	12,500	TUESDAY, 27th July, at 4 P.M.
SHANGHAI, MOJI, KOBE and YOKKAICHI and YOKOHAMA	AWA MARU Capt. T. Hori	12,500	TUESDAY, 10th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. Takeda	9,000	FRIDAY, 16th July, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	HAKATA MARU Capt. Kawashima	12,500	SATURDAY, 10th July.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	JINSEN MARU Capt. Torada	8,000	THURSDAY, 22nd July.
KOBE and YOKOHAMA	KAWACHI MARU Capt. Kurozumi	12,500	MONDAY, 19th July.
SHANGHAI, MOJI and KOBE	KAMAKURA MARU Capt. ...	12,500	THURSDAY, 22nd July.
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU Capt. Tomimaga	15,500	FRIDAY, 16th July, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	SUWA MARU Capt. Murai	21,000	TUESDAY, 13th July, at 10 A.M.

5 Wireless Telegraphy.

## PASSENGER SEASON FOR 1915

## FOR EUROPE.

Steamer	Displacement	Leave Hongkong
KAMO MARU	16,000 Tons	Thurs., 15th July.
KASHIMA	20,000 "	Thurs., 29th July.
MISHIMA	16,000 "	Thurs., 12th Aug.
SUWA	21,000 "	Thurs., 25th Aug.

## FOR AMERICA.

Steamer	Displacement	Leave Hongkong
SADO MARU	12,500 Tons	Tues., 27th July.
AWA	12,500 "	10th Aug.

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER

TELEPHONE Nos. 292 and 194.

## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due
YOKOHAMA	COLOMBO	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	LONDON
		about	about		15th	15th
July 18	SARDINIA	July 12	July 17	MONGOLIA	Aug. 15	Aug. 23
	KASHGAR	July 26	July 30	MAIWA	Aug. 23	Sept. 4
	MALTA	Aug. 9	Aug. 14	PERSEA	Sept. 11	Sept. 18
	NOVARA	Aug. 22	Aug. 27	MOREA	Sept. 25	Oct. 2
	SARDINIA	Sept. 5	Sept. 10	MAIWA	Oct. 9	Oct. 16
Sept. 13	NANKIN	Sept. 19	Sept. 24	ALBIA	Oct. 23	Oct. 30
	MALTA	Oct. 4	Oct. 9	MOLDAVIA	Nov. 6	Nov. 13
	NOVARA	Oct. 17	Oct. 22	KHAYER	Nov. 20	Nov. 27
Oct. 25	SARDINIA	Nov. 1	Nov. 6	MEDINA	Dec. 4	Dec. 11
Nov. 8	NANKIN	Nov. 14	Nov. 19	MONGOLIA	Dec. 18	Dec. 25

Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon "A" Accommodation Single £70. Return £105.

2nd Saloon "B" " " " £54. " £96.

3rd Saloon "C" " " " £48. " £72.

Marseilles

1st Saloon "A" Accommodation Single £66. Return £99.

2nd Saloon "B" " " " £50. " £80.

3rd Saloon "C" " " " £44. " £66.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y.H.M.	Leave SHANGHAI	Leave H.KONG.	Leave S'PORE.	Due at Marseilles if calling	Due at London
KASHGAR	about	about	about	about	about	about
NORE	Sept. 13	Sept. 23	Sept. 29	Oct. 5	Nov. 5	Nov. 14
NELLOBE	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 15	Dec. 23
NAGOYA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30	Jan. 7

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £54 Single; £81 Return; 2nd Saloon £38 Single; £57 Return.

FARES TO MARSEILLES:

1st Saloon £50 Single; £75 Return; 2nd Saloon £36 Single; £54 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. A. HEWETT,

SUPERINTENDENT.



